

Types of Pavement Maintenance Performed on City Streets

Inspections

Inspections are performed to track network condition and identify conditions that have negative impacts on safety, durability, and appearance. Inspections are performed by City staff and by consultants.

Preventive Maintenance

Preventive maintenance, if performed before the road begins to break up, is the most cost-effective way to maintain pavement. Its purpose is to extend the life of the road and to keep it looking and riding, as much as possible, in like-new condition. Treatments performed under the preventive maintenance program include chip sealing, slurry sealing, and resurfacing. The purpose is to stop water from entering the roadway, which can cause softening of the underlying base and early failure of the road surface. The useful life of roads can be extended from 20 to as much as 100 years if, on a regularly scheduled basis, small breaks are fixed and a seal coat or resurfacing is done before more severe damage occurs. This is the reason why maintenance work is sometimes done on streets, which appear to be in good condition.

Pavement Reconstruction

When the condition of a street reaches the point where preventive maintenance is no longer cost-effective reconstruction is required. Reconstruction involves removing the entire roadway structure and replacing it. Repairs of this scope are 6 to 10 times more expensive than preventative maintenance. This work is done contractually.

Corrective Maintenance

Corrective maintenance is work identified during inspections or in response to a citizen's concern. The scope of the work ranges from pothole repair to full depth dig outs. The size and scope of corrective repairs are usually less than what is normal for preventive maintenance. This work is performed by City crews.